

Log of the *HILDE M²*



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THE PACIFIC! As of about 3 o'clock this afternoon, a phone patch through an amateur in Bethesda lets me talk briefly to Karl who is 700-800 miles northeast of the Galapagos. They made 130 miles yesterday...

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This time, "they" refers to more than just K, the HM², and Alice the aloe plant. Aboard for Passage 3 to the Galapagos is Willem, a young Dutchman who is working his way around the world and who, after Galapagos, will go on to mainland Ecuador to join friends there. I help him out by calling his brother Nicol in Holland to let the family know he is okay and where he is.

Mail is alleged to be very slow and iffy, both to and from Galapagos, so I won't even give you an address there. K did very much appreciate all the letters you sent to him in the Virgins and to Panama, and we'll provide more addresses later on for you to do it again! In the meantime, send any letters to me, to arrive not later than the end of March, and I'll carry them along on my trip to Nikeu Hiva in the Marquesas the first part of April.

Now making plans for that trip, needless to say looking forward to it. Our friend and K's former co-worker, Bob Meaut, is helping me through his Panorama Travel Agency in Warrenton. All details not in yet but it looks like departures from LA to Papeete (Tahiti) only on Thursdays, so I'll depart Washington on April 2. An overnight stay in Papeete (what a shame) will get me to Nikeu Hiva on Saturday April 4. Sounds like another Adventure for me, doesn't it?

Will be busy between now and then getting various things assembled to take with me. Plan to take the family's two largest suitcases, with only a few shorts and a swim suit for me, in order to carry everything. Ordering a spare tiller and it's six feet long, so that has to be an extra package.

Most challenging is how can I carry along two one-gallon cans of bottom paint? Guess WE WILL HAVE A CONTEST: everybody send me suggestions of how to package this up so I can handle it and so it won't get spilled. Prize? No, you can't go along, but we'll come up with something ...

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The latest disk, with the story of the trip from the Virgins to Panama, hasn't arrived yet. I've already put off getting this issue out, thinking the story would be here to share with you any day. I'll be going up to NYC to visit son Jan and daughter-in-law Janet next weekend, so I'll go ahead and get this ready and in the mail to you, and then maybe week after next I will be able to send the next Letter from the Captain.



Route of the HM² in the Caribbean and Gulf of Mexico

As indicated in Issue 11, Karl and Cousin Jim have a good time cruising in the San Blas, and then are busier-than-busy getting ready for The Transit. It takes place on Thursday, January 29, lasting 10 hours but getting through in one day. The next several days are spent doing various jobs on the boat and getting ready to depart again.

There are all sorts of strange things in Panama. In Balboa, on the southern end of the Canal, everyone they know has either been mugged or knows someone who has. Karl and Jim walk around with one of them looking one direction and the other one looking the other...

Jim catches his plane for Costa Rica on Saturday the 31st. As noted above, Willem joins the crew early last week, and then the rest of the week is full of adventures trying to pick up the package with the replacement Tillermaster, phone calls to me three nights in a row (I could get adjusted to that!), and lots of phone calls by me all over the country tracking down where it might be, but it does finally finally get located successfully. Whew!

As of the time of departing Panama, K hasn't finished writing the story of the stay in Panama and the trip through the Canal, what with all the errands, reprovisioning, etc. If all goes well, he'll mail that disk back from Galapagos. I'm anxious to get it and get all my unanswered questions answered, so I'll send it along promptly. The next issue or two promise to be fat ones!

TECHNOLOGICAL INFORMATION DEPARTMENT (CONTINUED):

What is a genny? The largest sail, on the very front of the boat. It's really called a genoa, or genoa jib, but if you're salty you say genny. Like, you don't say main-sail, you say just main or else mains'l.

Why two pointed ends on the boat? Something about the pointed end at the back helping to break following seas.

How can one carry enough fuel for such a long trip? You don't even try. The main motive power is the

sails. The inboard auxiliary is for maneuvering in harbors and such, and possibly for limited use when becalmed, also for charging batteries to supply power for instruments and equipment.

Does K rent Scuba equipment at different ports? No, he has own equipment aboard, including two air tanks and a compressor for filling them. Essential stated purpose of the diving equipment is for maintenance on the hull and for dealing with problem anchoring situations. Suspected true purpose is that, under proper conditions of course, diving is terrific fun!



Karl gets set to dive from HM²

How does he get money in all the different countries? Mostly by cashing checks, with the help of Amex card. Also, charges as many things as possible on Amex or Visa. Keeps most of the money in Travelers' Checks. So far this is working okay.

What am I doing with all my spare time now that K's away? Ha! What spare time? Seems like I'm rushing around all the time, I used to complain that K didn't do enough, but I take it all back - obviously he must have been doing something!

How am I getting along? Two answers: (1) Fine, (2) Terrible. At different times? No, both at the same time! First answer applies to the practical situations, sure there are problems, but everything's fine. Second answer applies to the emotional situation -- of course, being married to K for almost 35 years I knew I would miss him, but I had no idea it would be this much!

AND SO THE ADVENTURE ROLLS ALONG. Until the next issue, all of you take good care of yourselves and don't forget to love one another ...

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